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NATURE OF PROPOSAL:

- Install a 100VA (Leland P/N MGE 93-2) in all aircraft. This includes addition of a load relay, input circuit breaker, related wiring and replacing the existing cockpit Inverter control switch with a three position switch which provides manual selection of either main or emergency inverter operation, and an OFF position. The 100VA Inverter will be installed in the cockpit area originally occupied by the DY-77/AIC-10 Dynamotor (see *Note below). This is considered practicable as it is understood that GFE transistorized AIC-10 Interphone controls which do not require use of the Dynamotor have been installed on the majority of aircraft. Transistorized controls and elimination of the dynamotor will be required on all aircraft to accomplish the proposed installation. The input circuit breaker and plug-in type load transfer relay will be added to existing Q-bay panels. Power will be provided for the 100 VA Inverter by using the existing Inverter relay which is redundant after installation (per approved ECP-102) of the 500VA Inverter which has a built in relay.
 - * NOTE: An alternate location will be required for the 100VA Inverter on ship 722/389 because of an existing air duct in the proposed area. It is felt the installation on this aircraft can be best accomplished during scheduled IRAN (April '61) with appropriate engineering drawing revisions.
- 2. Prepare and issue a Service Bulletin.
- 3. Fabricate appropriate kits for 40 aircraft.
- 4. The Contractor is proceeding with this work in advance of written approval. A trial installation will be made and test flown in aircraft 393/953 at IRAN, and will be left intact when the aircraft is delivered.

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